Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1-19. (Canceled)

20. (Currently Amended) The ~~tire defined in~~method of claim 32, wherein the angle of the sipes in the first and second ribs is 7°.

21. (Currently Amended) The ~~tire defined in~~method of claim 32, wherein the sipes have a depth of between 20% and 100% of the height of the tread blocks.

22. (Currently Amended) The ~~tire defined in~~method of claim 32, wherein the sipes are substantially perpendicular to the mid-circumferential plane of the tire.

23. (Currently Amended) The ~~tire defined in~~method of claim 32, wherein the sipes are formed at an angle with respect to the mid-circumferential plane of the tire.

24. (Canceled)

25. (Canceled)

26. (Currently Amended) The ~~tire defined in~~method of claim 32, wherein the sipes have a zig-zag pattern.

27. (Currently Amended) The ~~tire defined in~~method of claim 32, wherein the sipes are formed in opposed shoulder ribs of the tire.

28. (Currently Amended) The ~~tire defined in~~method of claim 32, wherein the sipes are formed in opposed intermediate ribs of the tire.

29. (Currently Amended) The ~~tire defined in~~method of claim 32, wherein the sipes extend ~~partially~~ fully across the lateral width of the tread blocks.

30. (Currently Amended) The ~~tire defined in~~method of claim 32, wherein certain of the laterally extending grooves have a generally V-shaped configuration.

31. (Canceled)

32. (Currently Amended) A method of manufacturing a pneumatic tire, comprising:

providing a ~~having a~~ circumferentially extending tread pattern with at least first and second circumferentially extending ribs, said ribs being located on opposite sides of a mid-circumferential plane of said tire~~;~~, each rib containing a plurality of symmetrical tread blocks separated by laterally extending grooves, said tread blocks having leading and trailing edges symmetrical with respect to a first radial plane passing through a midpoint of said tread blocks and through an axis of rotation of the tire;

varying, until a residual aligning torque of the pneumatic tire is changed and a desired residual aligning torque is achieved, an angled sipe formed in each of the tread blocks, each sipe extending for a sipe lateral width and a radial sipe depth at a constant sipe angle of inclination between 2° and 15° with respect to a second radial plane passing through an outermost tread surface of the tread block and adjacent to the sipe and through an axis of rotation of the tire~~,~~;

wherein ~~each~~all sipes within said rib tread blocks on a first side of the mid-circumferential plane extends, at least mostly across the entire width of said rib tread blocks, at a first sipe angle of inclination with respect to said second radial plane for the sipe lateral width and the radial sipe depth,

wherein ~~each~~ all sipes within said rib tread blocks on a second side of the mid-circumferential plane extends, at least mostly across the entire width of said rib tread blocks, at a second angle of inclination with respect to said second radial plane that is equal to and opposite the first sipe angle for the sipe lateral width and the radial sipe depth, and

~~wherein said tread blocks on opposite sides of the mid-circumferential plane create a force on the tire during load-bearing rotation of the tire against a surface, said force including forces that extend in opposite directions on opposite sides of the mid-~~

~~circumferential plane creating an overall moment on the tire to affect tire residual aligning~~ ~~torque~~forming the pneumatic tire with the desired residual aligning torque.

33. (Currently Amended) The ~~tire defined in~~method of claim 32, wherein the first and second ribs are located equidistant on opposite sides of the mid-circumferential plane.

34-37. (Canceled)